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copper are found in many places in the hills round the Ming-kuang valley, but the miners say it is very uncertain work. They sometimes are lucky and make a lot of money. At other times they do not get enough to pay for the license which they have to get from the Government. 328

From Ming-kuang, still keeping eastward, we crossed another range by an extremely bad road and reached the Shweli (Lung Chiang) valley. We crossed that river by a type of wooden bridge which is fairly common in Yün-nan. On each bank is a stone pier from which wooden props stick out at an upward angle of about 30°, supported partly by posts from below, and partly by two iron chains from above. A wooden roadway resting on these props stretches out some way across the river from each bank, and the middle part of the bridge is made of five whole trees laid across from the props on one side to the props on the other side.

The river is here some forty yards wide and may be considered as the main branch of the Shweli, though the Mo-lo Ho on which Hsiao-hsin-kai lies is not very much smaller. The Shweli valley in all this part of its course has only a very narrow strip of flat rice fields, but the slope to the hills on the east is very gradual for a breadth of two or three miles, and here there are many villages and a great deal of bean cultivation.

We slept at the large village of Kai-t'ou, the centre of a paper-making district. The paper is of the sort called *pai chih, white paper*, or sometimes *p'i-chih, bark paper*, and is manufactured out of the bark of the *kou* tree, a sort of mulberry, I believe. The bark is first steeped for a day, then boiled with lime, then washed to remove any particles of lime that may adhere to it. It is then pounded with heavy pestles, and the finest pieces are picked out and mixed with water in a large tub to form the pulp. A frame made of very finely split bamboo is then dipped in the water so that a little of the pulp sticks to the top of it. The frame is turned over on to a heap of sheets of paper and the pulp off it when dried becomes the soft white paper, which the Chinese use for writing on. 289

The next day travelling southwards down the Shweli valley we came to the village of Wa-tien which is the centre

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289 of another paper-making industry of a different kind. This is the *ts'ao chih* or *grass paper* as the Chinese call it, though it is really made of bamboo. The bamboo used is a small variety and only the young branches and shoots can be employed. The process is much the same as that just described except that the whole bamboo branch, not its bark only, is used. The sheets are finally pressed between boards and then dried in the sun. This *ts'ao chih* is a coarse brown paper only used for wrapping things in.

285 Still keeping down the Shweli we reached Ch'ü-ch'ih where we found yet another sort of manufacture going on. This is the making of a kind of mat which is famous in this part of China for its softness. They are made of a sort of thin reed. The process is carried out by two persons with a framework of strings stretched vertically. One man catches each piece of reed with a cleft stick and pushes it horizontally through all the strings, alternately under and over. As each reed is put in, the other man presses it down with a piece of wood which runs down the strings, so as to get it tight down on the reed below it.

000 From Ch'ü-ch'ih we went on still in a southerly direction over the range which separates the Shweli from the T'êng-yüeh plain. We had while in T'êng-yüeh noticed a low gap in the N.E. corner of the plain and I was anxious to examine it, as, if a railway was ever made to T'êng-yüeh, this gap would seem to be the best means of extending it further.

I found it fairly practicable, and a line could no doubt be made over it, but I do not think there would be any prospect whatever of a further easterly extension. I look on this part of the range between the Shweli and the Salween as an absolute bar to a railway. There would remain the chance of an extension down the Shweli valley to Nam-kham, but it would be by no means all plain sailing, as the numerous small tributaries of this river, with steep little spurs between them, not to mention occasional gorges, would entail much work in bridging and levelling.

From the T'êng-yüeh plain we turned back northwards and crossing to the left bank of the Shweli returned to Kai-t'ou by a slightly different road from that by which we had come. On our way down I had been obliged to leave

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one shot from my ·303. A lucky shot and the game was very welcome as a relief to perpetual chicken. The breast of this bird cooked like a beefsteak is excellent.

Three more days of hilly going brought us to Lung-ling. The Shweli is crossed by raft at Man-lo ferry, some eight miles short of the town. The Shweli valley here and the hills round it are principally inhabited by Chinamen, but there are a few scattered Shan villages and even some Las. The country was formerly Shan, and many of the villages retain their original Shan names.

At the river I met several officials on their way to settle the position of a new iron chain suspension bridge which they proposed building near here. One of these mandarins had been ou· with the Boundary Commission last year, and had learnt the accomplishment of shaking hands, a feat which he performed with right or left hand indifferently. He appeared overjoyed to see me, rather to my surprise, as I could not recollect ever having met him before. But it turned out after a little conversation that he had taken me for Jamieson. I do not think there is any resemblance between us, but I suppose all Europeans look much the same to Chinese eyes.

Lung-ling stands at a height of 5,200 feet and appears to contain about 800 houses, but the plain it stands in does not measure more than a square mile in extent. It is a poor place compared to T'éng-yüeh, and derives most of its prosperity from trade with Mang-shih (Möng Hkwan), Nam-hkam and other Shan states.

From here I purposed striking east by as direct a route as possible to Yün Chou. Mr H. L. Scott, of the Yün-nan Company, had the previous year taken what is considered the main road between these two places, *viâ* La-méng ferry and Shih-tien; but this makes a considerable circuit to the north. I had heard of another ferry called P'an-chih-hua crossing the Salween lower down, and I determined to make for this place.

An easy march on the 2nd December took us to Méng-mao, a small Chinese plain of four or five villages, where they make a little coarse paper and weave mats out of rushes. This place must not be confused with the big Méng-mao on the Shweli, the Möng Mow of the Shans.

7: Hu K-5 (1934-) 1946 AF16 Southwest China AF16

316 Basin produces annually about 4,000,000 tons of coal, 200,000 tons of iron, and 100,000 ounces of placer gold.[1]

317 The production of brine-salt is the most important mining activity of the Basin. Brine salt is almost synonymous with Szechuan Basin in China. The Basin is the only region in all China to produce this commodity. Normally, the annual output of pure salt in the Basin is about 8,000,000 piculs (one picul equals 133 lbs.), with a total value between 30 to 35 million dollars (Yuan).

The salt-brine belt consists of a tract somewhat rectangular in shape, extending from the northern limit of the Basin adjoining Shensi to the Yangtse River at Lu-hsien on the east and to the Min River at Chien-wei on the west. Generally speaking, this belt lies north of the Yangtse and west of the Chialing River. But scattered brine fields are also found as far as the Feng-chieh districts, almost at the eastern-most edge of the Basin. The most important producing areas of brine-salt are, however, confined to the south central part of the Basin, particularly in the area between the lower Min and To rivers. Among all the producing areas, the Tze-Kung is the most noted (Fig. 20).

288 289 323 The Basin's manufacturing development has been greatly benefited by the presence of numerous agricultural and forestry products, such as silk, cotton, hemp, sugar cane, tung tree, wood pulp, and others. Long before the introduction of modern manufacturing, handicrafts of various kinds, relying principally upon the local raw materials, have been established in the Basin. At present, the most important manufacturing activities include cotton-weaving, silk-weaving, hemp-weaving, paper-making, glass-making, and tung-oil-refining.[2] The principal manufacturing centers of the Basin are located in the Tzeliuching, Chungking, and Lo-shan areas, where water transportation is most convenient.

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[1] Swen, op. cit., p. 42.

[2] W. H. Wong, "The Prospect and Economic Reconstruction of Szechuan," South West China Review, II, No. 3 (1940), 4.